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## BUTTER FOR THE NAVY

AN INTERESTING LETTER CON-CERNING SMITH'S CONTRACTS.

The Statement of Austin P. Brown to the Secretary of the Navy in Answer to Certain Charges - He Has No Transactions to Conceal.

We present below the statements of Mr. Austin P. Brown, who was one of the first witnesses called by the Smith Court of

Inquiry: Washington, D. C., May 8, 1885. Str. I inclose for your perusal several "clippings" from the issues of the New York World of the 8th, 9th and 11th of April. They charge, in substance, that in certain business relations with the Navy Department I "colluded" with the head of one of the navy-bureaus, and made money out of certain contracts by extraordinary and illegal methods.

and illegal methods.

Were I an officer of the navy I could demand investigation by court of inquiry. Were the charges serious enough I could court an inquest by the grand jury. Were they specific enough to constitute a libel I could appeal to the courts for redress. But there is just enough of truth mixed with a mass of falschood and charges by innuendo and inference to prejudice me and my character as a business man, and I have therefore no other tribunal to which I can appeal for hearing except yourself. I am compelled to appeal to you all the more because I am a general dealer and contractor in Government supplies. For more because I am a general dealer and contractor in Government supplies. For fifteen years I have followed this business, and my transactions with the Navy Department alone have amounted to hundreds of thousands of dollars. I pursue this business not from patriotism but for profit. From its proceeds I maintain those dependent upon me, and it and my reputation are valuable to me. I should not be permitted to file a bid in a department of the Government if I am a disbonest man, and in this case as it is presented you must be my judge. I therefore appeal to your patient indulgence while I attempt to explain and meet the charges of the New York World.

1st. I am charged with having filed a

sented you must be my judge. I therefore appeal to your patient indulgence while I attempt to explain and meet the charges of the New York World.

Ist. I am charged with having filed a bid in 1883 below the then market prices of the articles proposed to be contracted for. I plead guidty. The charge is true. I wanted the contract. I bid on it. My bid was formal, and was the lowest. In fixing the amount of my bid I exercised my judgment as to the probabilities of fluctuation in the market before the time for delivery. I bid below the existing prices in October, 1882, because I thought I foresaw that the market would fall before the time of delivery. This is what the merchant, the broker, the ordinary business man engaged in commerce always does. He wants to buy cheaply and sell dearly. He buys expecting a rise, or sells anticipating a depression in prices. It is a matter of judgment. If he judges wisely he realizes a profit; if unwisely, he loses money. This is the motive and mainspring of commerce—the animus of every commercial transaction. In bidding in October, 1882, I judged wisely. I bid \$21.80 per barrel for pork and \$20.75 per barrel for beef, I annex as exhibit E the market quotations for pork, taken from the Commercial Bulletin from November, 1882, to March 7, 1883. The time for delivery was February II. 1883. Exhibit E shows that on January 23, 1883, the price of pork had fallen to \$18.10. To the market quotations must be added \$1.55 for extra packing and selections, to comply with departmental specifications. This would have enabled me to fill my entire pork contract at \$19.65 per barrel, or \$2.15 under my bid, which would have given me a clear profit on 2,000 barrels of pork of \$4.300.

The fall in the price of beef also justified my bid of October, 1882. My bid was \$20.75 per barrel, or \$5.75 below my bid. Now add \$3.05 for choice selections and packing, as required by the navy, to the market price, \$15 per barrel, or \$5.70. Thus my entire profit on my contract delivered my thin the time would have a

of Provisions and myself with regard to the time of delivery of the articles of my contract, which was extended that I might

contract, which was extended that I might take advantage of low markets to make increased profits. The charge of collusion is atterly and infamously false. My business with the head of the bureau was conducted solely by letter. He was then comparatively new in his office. I had never filed a provision contract under his administration. I did not know whether he would readopt the old rule of delivery of the whole contract at the time fixed or would pursue the system to which I was accustoned, of delivery at any time after the date fixed, as the necessities of the naval service might require. And so, in order to be prepared. I wrote to the chief of bureau on the 27th of January, 1883, fifteen days before the time of delivery, asking him in substance whether he would insist upon full delivery of my contract on

ing him in substance whether he would insist upon full delivery of my contract on the day named in the contract. See exhibit C. On the 2d of February, 1883, I received the answer of the chief of the bureau, which I inclose, marked exhibit D. A glance at exhibit D will show that there was no definite extension of time for delivery, but only permission to deliver as called upon, or to hold myself in readiness to deliver as the requirements of the service might demand.

As to the mode and time of delivery of the contract of November 11, 1885. I have this to say; The inspector notifies the contractor as articles are needed and in what quantity, and delivery is made accordingly. If the contractor fails, or is slow, complaint is made by the inspector to the commandant, who in turn notifies the contract.

contract.

I inclose a schedule, marked exhibit G, showing date and quantities of deliveries. Fart I refers to the contract of November 11, 1882, and part 2 to contract of December 7, 1883. It will be seen by part I, of exhibit G, that I delivered underthe contract of 1882 from time to time during 1883 and 1884. I delivered as notified by the inspector of the needs of the service. In December, 1883, I was the lowest bidder again for beef and pork and flanuch. When this contract was awarded to me I had not delivered the whole of the contract of 1882, I will delivery had not been asked of me, but I had responded in quantity and time

that I made honest enors to meet every requisition made upon me by them. And the scantiness of the pork market contin-ued through 1884 at intervals between January and November.

Two deliveries were refused by the in-spector for the Government at New York, although the articles were invested with although the articles were inspected with the utmost care by Ward & Co. And now I have no more to say with regard to these contracts. Fully and faithfully I have told all that could be said. I have now and ever have had nothing to conceal in my transactions with the Government. My books, papers, correspondence are all at the service of the department at any and all those I invited for the department at any and all those I invited for the department at any and all those I invited for the department at any and all those I invited for the department at any and all those I invited for the department at any and all those I invited for the department at any and all those I invited for the department at any and all those I invited for the department at any and all those I invited for the department at any and all those I invited for the department at any and all those I invited for the department at any and all the partment at any any and all the partment at any partment at any and all times. I invite the fullest investigation and closest

scrutiny.
Some such trouble as this has occurred to me at intervals for the past lifteen years, with the installation of each new administration. I presume it will continue to occur as long as I deal in Government supplies, and other dealers and interested parties behind-them desire to break up my business that theirs may thrive on its

quired to close with a most favorable purchase at a low figure. This had to some extent embarrassed upe in my business. But I responded to the demand, by deliveries on the 28th, 30th and 31st of January; on the 7th and 21st of February, and on the 27th of March. On the 15th of May I received from the chief of the bureau a peremptory letter, which I send, marked 2. Crippled as I was by the unnecessary delay of receiving my payments from the Department, I responded with

necessary detay of receiving my payments from the Department, I responded with deliveries on the 24th of May and 14th of June under both contracts. See exhibit G, parts I and 2. And on June 20 I made the last delivery under the contract of 1882. Exhibit G. On the 20th of October, a portion of my contract of 1883 being undelivered. I received a peremptory letter from the chief of the bureau informing me that unless I made immediate delivery the

ruins,

I beg your pardon for this very lengthy intrusion upon your time. Nothing of less importance than my integrity would have induced me to crave your indulgence in this plea for my good name and business standing. Very respectfully,

Your obedient servant,

AUSTIN P. BROWN.

Commission merchant, general dealer and contractor for Government supplies, 1423.

F street northwest, Washington, D. C.

To Hox, W. C. Whitney,

Secretary of the Navy.

#### AMUSEMENTS.

2d. The World charges that my contract was unduly increased and doubled. The facts are these: The bids were opened on the 18th of October, 1882. Mine was found to be the lowest bid, and was below the then market price. On the 7th of November I addressed a letter to the chief of the Bureau of Provisions and Clothing, offering to furnish all the beef and pork that might be required by the Department during the season at the prices named in my bid. I inclose that letter, marked exhibit A. My contract was signed on the 11th of November, and on the 16th I received a reply from the chief of the bureau accepting my offer to increase my contract. His letter, marked exhibit B, is inclosed.

3d. The World charges that there was collusion between the chief of the Bureau of Provisions and myself with regard to The Queen's Lace Handrachief.—The second week of the summer opera season opened at Albaugh's Grand Opera-House last evening under circumstances proving that it will be even more successful than the opening week. The house was charmthe opening week. The house was charmingly arranged, comfortably ventilated and well filled in every part. The opera of "The Queen's Lace Handkerchief" has never been more beautifully set or admirably rendered. Cast and chorus were alike deserving of high praise. The scenery was brilliant and effective; the costuming was excellent, and every feature of the performance merited and was accorded generally applied. "The Queen's cowled generally applied to the performance merited and was accorded generally applied to the performance merited." corded generous applause. "The Queen's Lace Handerchief" will be repeated throughout the week and at the Saturday matinee, and the excellence of its rendi-tion, musically, dramatically and scenic-ally, will insure large and appreciative audiences.

audiences.
Fonn's Opera-House, — But little is known in this country of Luscombe Searelle as a composer, and considerable interest attached to the first production here last night of "Estrella," As original music it does not rank high, but the composer has so cleverly disguised others' ideas, with a pretty, melodious lace-work of his own, that the lack of originality can easily be forgiven. Miss Dora Wiley was seen to better advantage as Estrella than in anything else she has done here, and in the interpolated song at the beginning in the interpolated song at the beginning of the second act, surprised even her friends by her brilliant execution. Miss Jeunesse did the little she had to do well. Jeunesse did the little she had to do well. She looked very pretty in the lawyer's dress. Golden is not given the opportantly in this opera for low comety business that he is in either the "Mascotte" or "Olivette," for which the andience is profoundly grateful. Harry Standish sang and acted the part of Major Domo in a clever manner, as did also Lang and Gilbert their several parts. The performance went off very smoothly, and the opera will no doubt catch on to popular favor. The waits between acts were unreasonably long. The necessary changes of costune and scenery should be made in less than lifteen minutes.

iffeen whites.

Hinzo's Missem.—The Union Square Company presented "Won at Last" at Herzog's Museum last wight to a refued and appreciative audience. The company won the good will of the people present by their elever acting, and the audience showed that approval by applauding in a very generous manner. "Won at Last" will be already this in a very generous manner. very generous manner. Won at Last' will be played at this house the balance of

LA CAPETTERE DRAIL.—A musical and literary entertainment and "La Cafetiere Drill" will be given to night at the Masonic Temple for the benefit of St. Paul's English Lutheran Church.

Edgish Latheran Church.

CONGREGATIONAL CRURCH.—The entertainment given under the auspices of the
Soldier and Labor League at the Congregational Church attracted a large audience
which was much pleasant.

is all delivery had not been asked of necessary had not been asked of January 1884. On that day I addressed a letter to the chief of the bureau asking him to extend the time of my contract of 1882 and asking him to extend the time of my contract of 1882 and asking him to extend the time of my contract of 1882 and asking him to extend the time of my contract of 1882 and the chief of the Bureau of Provisions and Clothing. I have stated its substance. On the same day the chief of the bureau replied, extending the time of delivery under contract of December 7, 1883. I send the letter, marked exhibit H. Five days afterward, on the 8th of January I received from the chief of the Ordingue prices cents.

Sum The Metropolither necessary had bureau a letter marked exhibit 2. It gational Church attracted a large audience which was much pleased.

THEATRE COMIQUE.—A perfect avalanche of novelties and sensational acts are presented at this house this week. The Nelsons, George and Marie, scored a big hit, and the entire bill seemed to be just what the patrons of the Comique wanted. A very slippery drama ended the festivities and sent the large audience homein a good humor, to judge by their smilling faces. Matinee to-day, Bear in mind that the Comique prices are only 10, 20 and 20 cents.

Summer Cars. The Metropolitan Railroad will run their new summer cars to-morrow and they will receive the thanks of their nu-

#### THE ARMY AND NAVY.

was a demand for the fulfillment of my contract. I replied to that letter on the 28th. See exhibit K. I had experienced trouble and delay in having certain of my vouchers passed upon by the Department, which had involved me in loss and delay, and had deprived me of the resources required to close with a most favorable purchase at a low figure. This had to some Notes of Interest to the Service From All Along the Lines,

Captain Von Reidie of the German school ship Nymplee, arrived at the Ebbitt House this morning from Norfolk, Captain Augustus A. De Loffre, a sist-ant surgeon. U. S. A., has been transferred from duty at Fort Sisseton to Fort Totten,

Dakota. The Omaha sailed yesterday from the Portsmouth Navy-Yard for Newport, to take her torpedoes and to await the board

of inspection

Mende, Dakota.

Colonel Jacob Ford Kent, captain Thirst Infantry, has been granted leave for a month from May 20, with permission to apply for one month's extension.

Adjutant-General Drum, U. S. A., di-rects that hereafter all enlistments for light artillery batteries shall be reported

from the chief of the bureau informing me that unless I made immediate delivery the articles would be purchased in open market at my risk. See exhibit M. To this demand I responded with a delivery on the 29th of October. The chief of the bureau then went into open market and purchased at my risk the articles necessary to meet the demands of the service. These articles I paid for at a great loss upon my contract, viz., \$5.00 per barrel. And now I desire to state that my total losses upon the contract of 1883 amounted to \$4.44 per barrel on the 500 barrels of The published statement that General Crook is to succeed General Augur in com-mand of the Department of the Missouri in July when General Augur goes on the retired list has no foundation whatever in

losses upon the contract of 1883 amounted to \$4.44 per barrel on the 500 barrels of pork and will amount to \$1,35 per barrel on 500 barrels of beef, or a total loss of \$2.895. I was peremptorily ordered to buy upon a losing market by the very official with whom I am alleged to be in collusion, and he involved me in the loss above stated. But it was not convenient for the World's correspondent to pursue this comwith whom I am alleged to be in collusion, and he involved me in the loss above stated. But it was not convenient for the World's correspondent to pursue this contract, as it did not suit his purposes.

Finally I desire to show why I was slow in delivering the contract of 1883, as my character as a dealer and contractor are there involved.

There are two causes: First. The scargity of the pork and beef in the New York market; and secondly, the rejection of articles which I brought and tendered to the inspector and which were rejected, although Ward & Co., the largest and most responsible inspectors in New York, certified that the goods were up to the requirements of the specifications.

In the early part of 1884 the inspectors were asking for deliveries, and in the spring of 1884 the chief of bureau was urging me to comply with my contract. I did my utmost to comply. I telegraphed constantly to my brokers and buyers in New York for the articles needed, and I call attention now to exhibit N, and maintain that the correspondence therein contained from my broker and buyer will amply show the difficulties of the market, and the scarcity of the articles contracted for by me. This correspondence compared with the date of demands by the inspector and by the chief of the bureau will show that I made honest efforts to meet every requisition made upon me by them. And the scantiness of the pork market contin-Pay Inspector John H. Stevenson, U. S. N., arrived here last night from New York. He is now the inspector-general of accounts for the navy, and will soon leave for San Francisco and the Mare Island Navy-Yard on duty.

Lieutenant-Commander George W. Pig-man, U. S. N., who is now in charge of a division of the Hydrographic office, will be detached from that duty next week and will be ordered this summer to one of the new steel cruisers as executive officer,

Captain Mason Jackson, Eleventh Infantry, has been detailed as inspector of Indian supplies at Cheyenne River Agency, Dakota, to relieve Captain William N. Sage of the same regiment. Captain Jackson is relieved at his own respective.

Captain Henry S. Howe, Seventeenth Infantry, has been relieved, at his own request, from duty as inspector of Indian supplies at the Standing Rock Sioux agency, Dakota, and Lieutenant James rennan of the same regiment is detailed

General John R. Brooke, Colonel Third Infantry, who is now commanding the district of Montana under General Terry has been authorized to transfer his head-quarters from Helena to Fort Shaw, Mon-tana, Fort Shaw is the headquarters of tana. Fort Shaw is the Third Infantry.

A general court-martial convened Monday at Fort Abraham Lincoln, Dakota, of which Captain William M. Van Horne, Seventeenth Infantry, is president and Licutenant George LeRoy Brown, Eleventh Infantry, is judge-advocats. Captain Louis M. Mans, assistant surgeon, resident of this city, is a member of the

all of the upper works have been left off and the spar-deck is now clear of deck hamper fore-and-aft, and will carry a bat-tery of six guns. Four guns will be broad-side and two pivot rifles.

Dr. Gatling, the gun inventor, for hi familiarity with the gun.

Story of the Times. Mr. Opic joined in with the party and heartily enjoyed the laugh he concealed while descending in the elevator.

running the Sixth Street Station at o'clock on the 19th, 20th, 21st and 22d running direct to Pinlico and returning to Washington after the races. Ticket can be purchased at offices of the company, Thirteenth street and Pennsylvania avenue, and at the Baltimore & Potonne

thanks for the letter and indorsement.

The Attorney-General has rendered The Attorney-General has rendered a decision admitting free of duty a number of water-color paintings by Mr. Walter Paris. The tariff law authorizes the free admission of the works of an American artist. The custom-house officials at New York refused to recognize Mr. Paris as an American artist because not an American citizen, although for fourteen years a resident. The Attorney-General decisles that Mr. Paris is an American artist within the meaning of the law.

The Queen and the Composer. The Queen's love for music, and her ready recognition of merit, have often been noticed. Walle Her Majesty was at Aix-les Baine. M

#### Work on Washington Ever Published.

Captain Cyrus N. Gray, Twenty-fifth Infantry, has been ordered back from Fort Snelling, Minn., to his station at Fort

Lieutenant John Biddle, Corps of Engineers, has been ordered by General Terry to make a survey of the reservation at Fort Pembina, Dakota.

Lieutenant David S. Snively, assistant surgeon, United States army, has been re-lieved from duty at Poplar River, Mon., and ordered to Fort Keogh, Mon.

by the recruiting officers as for the mount d service.

The next navy vessels to be completed for sea service are the Adams, at the Mare Island Navy-Yard, and the frigate Brook-lyn and the dispatch boat Tallapoosa at New York. In rebuilding the Tallapoosa

side and two pivot rifles.

Lieutenant Arthur L. Howard, whose crack work with the Gatling gun battery in Manitoba did so much to end the Riel rebellion, was a soldier in the Second Cavalry for five years, and for a long time was employed in Colt's armory, where the Gatlings are manufactured. He is a lieutenant of artillery in the Connecticat militia, and while on leave from the Governor of his State is a lieutenant of the ernor of his State is a lieutenant of th Dominion militia. He was selected b

Mr. J. N. Opie a prominent politician of Staunton, Va., was telling a good joke on Secretary Bayard and a Toledo friend of Secretary Bayard and a Toledo friend of his to a gathering of friends in the Metropolitan Hotel lobby this morning. Said he: "The Secretary, my friend and myself were descending in the elevator at the State Department this morning. After the usual preliminaries, the weather etc., his friend called the attention of the Secretary to the object of his visit. 'Oh. I remember your case,' said the Secretary, 'your papers are on file and will receive due consideration.' 'I beg pardon' said my friend. 'My case has never been before you, and my papers are in my fore you, and my papers are in my pocket."

The Spring Meeting, Maryland Jockey Club.

The Maryland Jockey Club will hold their spring meeting at Pimlico this week, commencing to-morrow, the 19th, and continuing four days. The programme is a very attractive one and good sport is promised. For the convenience of visitors from Washington the passenger department of the Baltimore & Potomae Railroad has arranged to run a special train leaving the Sixth Street Station at 1 o'clock on the 19th, 20th, 21st and 22d. Railroad station. Fare, round trip, 82.0.

Judge Drake's Retirement.

In the Court of Claims yesterday, on motion of Judge Shellabarger, there was entered upon the journal the correspond-ence in regard to the retirement of Chick Justice Drake. There was in the corre-spondence a letter from themenbers of the lar of the court of the correbar of the court, expressing their respect for the abilities and learning of Judg Drake and their regret at his retirement. ordial indersement of the letter by the udge's former associates on the bench and a reply from Judge Drake returning

A May Ball.

About four hundred people attended the annual May ball of Professor Sheldon's dancing academy last night. The queen of May was crowned, there were fourteen fancy dances and a grand march. Miss Alice Bool was crowned queen. The other queens were juvenile May queen, Nina Mauger; queen of dancing. Lou Tretler; queen of the seasons, Bertha Gibson; queen of flowers, Gertle Gates.

While Her Mejesty was at Aix-les-Baine, M. Jaquinot, the composer, sent her his "Hryal Wedding March," in honor of the forthcoming marriage of the Frincess Beatrice, Her Mejesty, two days afterward, sent Major Edwards to M. Jaquinot's house at Aix, with the request that he go to Villa Motiet and play the march before both Her Majesty and the Frincess. M. Jaquinot accordingly took his violin and played no less than five different pleces, two on his violin and three on the plane, and the Queen was so much pleased that before her departure she sent, through General Ponsonby, a very beautiful ring, and H. R. E., the Princess Beatrice, sent also her portrait, as a mark of how much they appreciated M. Jaquinot's tslent,—[London Life.

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A splendid line of Cassimere Suits from \$6 to \$15; fully 33 per cent, below value. Fine Disgonal Prince Albert Suits at \$15; worth \$25.

Pure Worsted 4-button Cutaway Suits at \$10; worth \$16. Fine Blue Serge Sults at \$12; sold elsewhere at \$15.

Seersucker Coats and Vests at \$2.50; worth \$4.00. Office Coats from 35c up.

Alpaca Coats f.om \$1 up.

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I am an old man. For 28 years I suffered with ulcers on my right leg as the result of typhold fever. Amputation was suggested as the only means of preserving life. The doc-ters could do neahing for me, and thought I must die. For three years I never had a shoe or. Swift's Specific has made a permanent cure and added ten years to my life. WM. B. REED, Hall Co., Ga.

I have taken Swift's Specific for blood potson contracted at a medical college at a dissection, while I was a medical student. I am grateful to say that it gave me a speedy and teorough cure after my parents had spent hundreds of

dollars for treatment, AUGUSTUS WENDLI, M. D., Newark, N. J.

My wife from early girlhood has been suf-fering from rheumatism. She has tried many remedies, and I must frackly say has de-rived more benefit from Switt's Specific than mail the others, after long and faithful REV. JAS. L. PIERCE, Oxford, Ga.

Swift's Specific is entirely vegetable. Treat ite on Blood and Skin Diseases mailed free. This Swift Specific Co., Drawer 3, Atlanta, Os., or 159 W. 23d St., N. Y. A NEW DISCOVERY. NASALINE! Immediate relief for Cold in the Head, Sore Nose, Catarrh &c. 10c. a box. For sale by all druggists.

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which he will send FREE to his fellow-sufferers. Address, J.H.REEVES, 43 Chatham St., New York. W. R. SPEARE, UNDERTAKER, 940 F STREET NORTHWEST. Everything strictly first-class and on the most reasonable terms. (Camp Chairs to hire for all occasions.) myl-lyr

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SAMUEL C. PALMER, Agent.

### MAIL ROADS.

BALTIMORE & OHIO RAILROAD. SCHEDULE IN REFECT SUNDAY MAY 3, 1885, UNTIL FURTHER NOTICE I cave Washington from Station, corner New Jersey avenue and C street.

I cave Washington from Station, corner Naw Jersey avenue and C street.

For Chicago, 10 a. m. and 10.10 p. m. daily. The 10 a. m. is a Fast Limited Express to Pittsburgh and Chicago arriving in Pittsburgh at 7.30 p. m., chicago next morning at 2.55. No extra lare is charged on this train for fast time.

For Chicago it, Louisville and St. Louis daily at 3.30 p. m., and 10.10 p. m., with through coaches and Palace Steeping Cars to above points without change, 3.30 p. m., train is a fast limited train to Cincinnati and St. Louis, arriving in Cincinnati next morning at 7.45. St. Louis 6.30 p. m. No extra fare is charged on this train for fast time.

For Pittsburgh at 10 a. m., with Parlor Car, and 3.10 p. daily 10 Pittsburgh; Clevela.d and Detroit, with sleeping cars to Pittsburgh.

For Baltimore on week days, 5.610, 6.40, 7.30, 8.30 and 10.05 a. m., 12.10, 1.25, 3.15(45-minutetrain), 3.30, 4.30, 4.40, 5.40, 6.40, 7. 8.25 and 11 p. m.

For Dailts on the Shenandoab, Valley Railroad and points South, 5.25 a. m and 3.10 p. m. daily, 3.30 a. m. train naw Poilman Sleeper from Washington to New Orleans.

For Annapolis, 6.40 a. m. and 12.10 and 4.30 p. m., ou sundays, 8.30 a. m., 12.10, 3.30, 4.40, 5.40, 7. 8.25 and 11 p. m.

For Dailts on the Shenandoab, Valley Railroad and points South, 5.25 a. m and 3.10 p. m. daily, 3.50 a. m., 4.40 p. m., ou sundays, 8.30 a. m., 12.10, 3.30, 4.40, 7 and 11 p. m.

For stations between Washington and Hallmore, 5, 6.49, 8.30 a. m., 12.10, 3.30, 4.40, 7 and 11 p. m. For stations on Metropolitan Branch, 7.25 a. m. daily, except Sunday, for principal stations on Metropolitan Branch, 8.40 a. m., 4.40 p. m. daily, except Sunday, for principal stations on Metropolitan Branch, 8.40, 7 and 11 p. m. For stations on Metropolitan Branch, 8.40, 7 and 11 p. m. On bunday, 8.50 a. m., 12.10, 3.00, 4.40, 7 and 11 p. m. On bunday, 8.50 a. m., 12.10, 3.00, 4.40, 7 and 11 p. m. Gor stations and Valley Branch, 8.40, 7 and 11 p. m. Gor stady, except Sunday, for principal stations of the stations of the form

B.: Submay. 18.50 a.m., 18.50 p. m.
From Lexington, 18.50 p. m. daily, except Sunday.
From Frederick and Intermediate points, 8.25 a.m., and 8.15 p. m. daily; except Sunday.
Trains leave Baitimore fo: Washington at 3.19, 6.10, 7.20, 9. 905 and 10.30 a.m., 1.215, 2.30, 3, 4, 4.20
5.610, 8, 9 and 11 p. m. Ou Sundays, 6.30, 7.20, 9 and 9.55 a.m., 1.30, 2.20, 4.20, 5, 6.30, 8, 9 and 11 p. m.
All trains from Washington stop at Reiav Station, except 1.25, 3.15 and 6.40 p. m.
For inviter information spily at the Baitimore & Ohio ticket-office—Washington Station, 618 and 1301 Peinceylvania avenue, corner of Fourteenth at rest, where orders will be taken for basgas 10 be checked and received at any point in the city, 6.10 Man. Baitimore.

G. K. LORD,
Gen. Man. Baitimore.

G. P. A.

IN EFFECT MAY 10, 1885.

TRAINS LEAVE WASHINGTON from station, corner Sixth and B streets, as follows:

For Fittsburg and the West, Colongo Limited Express of Paince Sleeping Cars as 10.50 a.m., daily: Fast Line, 10.50 a.m., daily to Cincinnati, and Hotel Car to St. Louis: daily, except Saturday, in Chiesco, with Sier, ing Car Alteria to Cincinnati, and Hotel Car to St. Louis: daily, except Saturday, in Chiesco, with Sier, ing Car Alteria to Chiesgo. Chiesgo and Cincinnati express, 7,10 p. n. daily, with Sleeping Cars Washington to Chicago and Harrisburg to Lonisvalie coincetting at harrisburg with Western Express with through Sleepers for Cleveland, Louisville and St. Louis. Patific Express, 10.00 p.m. caily, for Pittsburg and the West, with through Sleeper Harrisburg to Chicago.

EALTIMORE & POTOMAC RAILROAD.

For Erie, Canandsigua, Rochester, Burlaio, Nisseria, 10 p.m. daily, except Saturday with Express. 427% Tenth St. n. w., and 627 Pa. ave. s. c.

Harrisburg to Chicago.

EALTIMORE & POTOMAC RAILROAD.

For Eric, Canandaigua, Rochester, Bunaio, NiBeara, 19 p. m. daily, except saturday, with ParBeara, 19 p. m. daily, except saturday, with ParBeara, 19 p. m. daily, except sunday.

For Willamsport, Lock Haven and Elmira at
10.50 a. m. daily, except sunday.

For New York and the East, 7.15, 8.30 and 11 a.

In., 2.4, 10 p. m. and 12.15 night. Un Sunday, 4.

Ib m. m. and 12.15 night. Limited Express of
Pullman Parior Cara 2.00 a. m. daily, except
Buncay.

For Boston without change, 2 p. m. on every
week day; on surday, 4 p. m.

Por Brooklyn, N. Y., all through trains connse
at Jersey Chy with boats of Brooklyd Annex
affirding direct transfer to Fulton street
avolding double ferriage across New York city.

For Entile 215 night. On Sunday, 4, 6, 10 p. 25,

and 12.5 might. Limited Express 2.40 a. m.,
daily, except Sunday.

For Raitmore, 5.35, 7.15, 8.20, 2.40, 10.50, 11.00 a. E.,
12.55, 2.4, 4.25, 4.30, 6, 7, 9, 20 p. m. and 12.15 night,
Sunday, 10.50, 11a, 20.4, 4, 5, 1.0 10 p. m. and 12.10

night.

For Pope's Creek Line, 7.15, a. m. and 4.40 p. m.

night.
For Pope's Creek Line 7.15 s. in. and 140 p. m. daily except Sunday.
For Annapolis, 0 35 s. m., 12 b. and 4.25 p. m., daily except Sunday, On Sunday, 4 p. m.

CHESAPEAKE & OHIO RAILWAY CHESAPEAKE & OHIO RAILWAY
(LEAVE B. & P. DEFOE, SINTH AND B STS.)

11.10 A.M.—For nall way stations, Lexington, Ky.
Louisville, Cincinnati, Columbus, St. Louis,
11 A.M.—For Newmort News, Old Point Comfort and Norfolk. Daily except Sunday.
11 A.M.—For Louisville, Cincinnati, St. Louis,
and Chicago, connecting for all points West,
Northwest and Southwest, fast express fally;
does not stop for local business: through Pullman service to Louisville and Cincinnati.
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Railway office, 33 Fennsylvania avenue, under
National Hotely No. Midland Railway office, 201
Penn, svenue, and B. & P. Station.

H. W. FULLER.

General Passenger Agent.

General Manager. FRANK TRIGG. N. E. Passenger Agent.

WASHINGTON OHIO & WESTERN RAIL ROAD COMPANY. SUMMER ARRANGEMENT. TWO TRAINS DAILY BETWEEN ALEXANDRIA AND ROUND HILL.
Leave Washington at 9:25 a. m. and 4:25 p. m.
and Alexandria at 9:35 a. m. and 4:25 p. m.
Lessoure, going westward, at 11:38 a. m. and 6:25
p. m., and arrive at Round Hill at 12:18 p. m. and
5:39 p. m. Leave Round Hill at 5:30 a. m. and 4:35 p. m. Leave Round Hill at 5:30 a. m. and 4:35 p. m. Pass Leesburg, going cantward, at 6:12 a. m. and 6:17 p. m. and arrive at Alexandria at 8:03 a. m. and 7:17 p. m. and at Washington at 6:15 a. m. and sud :117 p. m. and at Washington at 5:16 s. m. and 7:25 p. m.

SUNDAY TRAINS leave Round Hill at 5:10 s. m. and 4:35 p. m. Arrives at Alexandria at 8:53 s. m. and 7:17 p. m. and Washington at 5:18 s. m. and 7:25 p. m. Leave Washington at 5:25 s. m. and 5:15 p. m.; Leave Washington at 5:25 s. m. and 5:15 p. m.; pass Leesburg, going eastward, s. 6:12 s. m. and 5:17 p. m.; westward, 11:36 s. m. and 10:19 p. m.

S. M. BROPHY, Superintendent.

8. M. BROPHY, Superintendent. STEAMBOATS.

L OW FARES—
THOUSELEY MONEY AND NORFOLK.
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Sixth-street wharf. Telephone call, 94.
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TI OMPSON Monday, Wednesday and Friday at
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Drew's New Drug Store, NINTH AND PENN, AVENUE.

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Cally except Subday. On Sunday 4.p. m.

\*\*ALEXANDRIA & FREDERICKSBULG RAILWAY AND ALEXANDRIA & WASHINGTON RAILHOAD.

\*\*Por Alexandria, 6.7, 9.25, 10.01, 11.85 a. m. 2.0
4.04, 4.85, 6.25, 8.05 and 11.37 p. m. On Sunday ats
6, 9.25, 11.00 a. m., 8.05 p. m.

\*\*For Richmord and the South, 6 and 11.61 a. m.
delly, and 4.45 p. m., saily except Sunday.

Trains feave Alexandria for Washington, 4.05 g.,
19, 10.10 a. m., 1.40, 5.25, 5.10, 7.05 and 11.25 p.
m. and 12.10 midnight, except Mountay. On
Surday at 8 and 10.10 a. m., 7.05 and 11.25 p. m.
and 12.10 might.

Tickets and information at the office northeast
former of 18th afreet and Fenns ivalia avenue,
and at the station, where orders can be left for
the checking of beggage to destination from Releis and resistences.

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General Passenger Agen
CHAS. F. PUGH, General Manager;

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